SAILING DIRECTIONS CORRECTIONS

PUB 120 2 Ed 2001 LAST NM 12/04

Page 3—Line 9/L; insert after:

Pollution 23
(NGA) 14/04

Page 23—Line 26/R; insert after:

Pollution

All vessels navigating within Australian territorial waters must report incidents involving the following:

1. A discharge or probable discharge of oil, or noxious liquid substances in bulk, resulting from damage to the vessel or its equipment, or for the purposes of securing the safety of a vessel or saving life at sea **(Harmful Substances (HS) Report)**.
2. A discharge or probable discharge of harmful substances in packaged form, including those of freight containers, portable tanks, road and rail vehicles, and shipborne barges **(Marine Pollutants (MP) Report)**.
3. Damage, failure, or breakdown of a vessel 15m long or greater which affects the safety of the vessel or results in the impairment of the safety of navigation.
4. A discharge of oil or noxious liquid substances in excess of that permitted under the current MARPOL Convention.

The pollution report (POLREP) should be sent to the Manager, Marine Environment Protection Standards in the Australian Maritime Safety Authority (AMSA), Canberra through AusSAR. AusSAR can be contacted 24 hours, as follows:

1. Telephone: +61-2-6230-6811
   1-800-641-792 (toll free)
2. Fax: +61-2-6230-6868
3. Telex: 7162349 (computer connected)
4. E-mail: rdo@amsa.gov.au

Information required in the HS Report and the MP Report is given in the accompanying table.

Australia—Pollution Reports

Identifier	Content	HS*	MP*
A	Name, call sign/ship station identifier, and flag	X	X
B	Date and time of event	X	X
C	Latitude/Longitude or	X	X
D	True bearing and distance		
E	True course	X	
F	Speed in knots and tenths of knots	X	
L	Intended track	X	
M	Radio communications (full names of stations)	X	X
N	Time of next report	X	
P	Pollution details, as described in the Key below	X[1]	X[2]
Q	Ship information, as described in the Key below	X[3]	X[3]
R	Dangerous cargo lost overboard, as described in the Key below	X[4]	X[5]
S	Weather conditions	X	X
T	Name, address, telex, and telephone number of ship's owner and representative	X	X
U	Vessel size and type	X	X
X	Remarks	X[6]	X[6]

Key

*	Sections of the reporting format which are inappropriate may be omitted from the report.
X	Required information.

PUB 120 (Continued)

Key	
X[1]	This information is required in the event of probable discharge. The following details should be included: 1 Type of oil or the correct technical name(s) of the noxious liquid substance on board. 2 UN number(s). 3 Pollution category (A, B, C) for noxious liquid substances. 4 Name(s) of manufacturer(s) of substances, if appropriate, when known, or consignee(s) or consignor(s). 5 Quantity.
X[2]	This information is required in the event of probable discharge. The following details should be included: 1 Correct technical name(s) of cargo. 2 UN number(s). 3 IMO hazard class(es). 4 Name(s) of manufacturer(s), when known, or consignee(s) or consignor(s). 5 Types of packages, including identification marks. Specify whether portable tanks or tank vehicles, whether vehicle or freight container, or other transport unit containing packages. Include official registration marks and numbers assigned to the unit. 6 An estimate of the quantity and likely condition of the cargo. Information not immediately available should be sent in a supplementary message or messages.
X[3]	The following details should be included: 1 Condition of the vessel. 2 Ability to transfer cargo/ballast/fuel.
X[4]	The following details should be included: 1 Type of oil or the correct technical name(s) of the noxious liquid discharges into the sea. 2 UN number(s). 3 Pollution category (A, B, C, or D) for noxious liquid substances. 4 Name(s) of manufacturer(s) of substances, if appropriate, when known, or consignee(s) or consignor(s). 5 An estimate of the quantity of the substances. 6 Whether lost substances floated or sank. 7 Whether loss is continuing. 8 Cause of loss. 9 Estimate of the movement of the discharge or lost substances, giving current position, if known. 10 Estimate of the surface area of the spill, if possible.
X[5]	The following details should be included: 1 Correct technical name(s) of cargo. 2 UN number(s). 3 IMO hazard class(es). 4 Name(s) of manufacturer(s), when known, or consignee(s) or consignor(s). 5 Types of packages, including identification marks. Specify whether portable tanks or tank vehicles, whether vehicle or freight container, or other transport unit containing packages. Include official registration marks and numbers assigned to the unit. 6 An estimate of the quantity and likely condition of the cargo. 7 Whether lost cargo floated or sank. 8 Whether loss is continuing. 9 Cause of loss.
X[6]	The following details should be included: 1 Action being taken with regard to the discharge and the movement of the vessel. 2 Assistance or salvage efforts which have been requested or which have been provided by others. 3 The master of an assisting or salvaging vessel should report the particulars of the action undertaken or planned.

(Aus Annual Notice No. 31 of 2004) 14/04

PUB 120 (Continued)

Page 24—Lines 44 to 45/R; read:
each port.

Quarantine

The Australian Quarantine and Inspection Service (AQIS) currently requires all vessels arriving in Australia from overseas, or who have been in contact with overseas vessels or sea installations, to submit a Quarantine Pre-Arrival Report (QPAR) to AQIS. Copies of the report can be accessed from the AQIS web site.

AQIS Seaports Home Page

http://www.aqis.gov.au/shipping

The QPAR destails the condition of the vessel, including human health, cargo, and ballast water management. The QPAR should be sent to AQIS no more than 48 hours and no less than 12 hours prior to arrival in Australia. This will allow efficient processing of the QPAR and avoid any disruption to the vessel's arrival. Vessels that do not submit a QPAR will be met by a quarantine officer on or shortly after arrival to complete the quarantine formalities. This will cause a delay to the vessel and additional AQIS charges.

Vessels require written permission to discharge any ballast water in Australian ports or waters. This permission may only be granted after the vessel has properly submitted a QPAR to AQIS.

Vessel masters will also be required to complete the following AQIS forms:

1. The AQIS Ballast Water Update/Discharge Log.
2. The AQIS Ballast Water Treatment/Exchange Log.

Search and Rescue

(Aus Annual Notice No. 20 of 2004) 14/04

Page 98—Lines 4 to 13/L; read:

For further details, the IMB Center can be contacted, as follows:

IMB Piracy Reporting Center
ICC International Maritime Bureau
P.O. Box 12559
50782 Kuala Lumpur
Malaysia
Telephone: +60-3-2031-0014
Facsimile: +60-3-2078-5769
Telex: MA31880 IMBPCI
E-mail: imbkl@icc-ccs.org.uk

IMB Piracy Reporting Center Home Page

http://www.iccwbo.org/ccs/menu_imb_piracy.asp

(NGA Pub. 160) 14/04

PUB 148 7 Ed 2001 LAST NM 13/04

Page 110—Line 58/R; insert after:

It was reported (2004) that a dock is situated in the harbor. The S side, with an alongside depth of 10.7m, can accommodate a ship up to 365m long.

(PUBS 004-04) 14/04

PUB 161 8 Ed 2002 LAST NM 10/04

Page 20—Line 7/R; insert after:

Caution.—Several dangerous wrecks lie in the approaches to Zhujiang Kou. Two wrecks lie WNW of Wenwei Zhou Light, one approximately at 3 miles and another approximately at 10 miles. Another wreck lies approximately 13 miles WSW of Wenwei Zhou Light.

(BA NM 1/04) 14/04

PUB 172 9 Ed 2001 LAST NM 13/04

Page 131—Lines 30 to 47/R; read:

Pilotage.—Pilotage is compulsory for vessels over 200 nrt and is available 24 hours. Pilots may be contacted by VHF and board about 3 miles E of head of the E breakwater.

Vessels should send an ETA message 48 hours, 36 hours, and 24 hours in advance through the agent or by e-mail (e-mail address: mktg@salalahport.oman)/fax. The port should also be contacted directly on VHF channel 16 or 12 when 3 to 4 hours from arrival. The first message should include the vessel's length, draft, nrt, grt, cargo distribution details, last port of call, next port of call, and the vessel's name, flag, and port of registry. Pilotage can be provided with 1 hour notice.

All inbound vessels should contact the port on VHF channel 16 or 2182 kHz when within range. All vessels in the port should maintain a continuous listening watch on VHF channels 12 and 16.

Regulations.—Vessels 70m long and over carrying bulk hazardous cargo are required to use two tugs when berthing and unberthing.

Ship-to-ship operations may only be conducted in Anchorage C. Berthing is allowed during daylight hours only. Unberthing may be done at any time. Pilotage and the use of a tug are required when the maneuvering vessel in a ship-to-ship berthing/unberthing operation is 170m long or greater and is without operational bow thrusters.

Operations are suspended during the monsoon season and when any of the following conditions exist:

1. Wind speed of 25 knots or more.
2. Swells of 1.5m or more.
3. Visibility of 500m or less.

Vessels unable to communicate by voice in clear English or Arabic will not be allowed to enter the port and will remain at anchorage until suitable voice communications arrangements are made by the owner or agent.

Anchorage.—Designated anchorage areas, best be seen on the chart, have been established SE of Mina Raysut. They are used, as follows:

1. Area A—Vessels waiting for a berth.
2. Area B—Vessels requiring offshore services.
3. Area C—Vessels requiring bunkering or ship-to-ship services.

The bottom in these anchorages is sandy.

PUB 172 (Continued)

Caution.—It is reported (1997) that wave recorder buoys are often moored within 1.5 miles SE of the E breakwater head.

A prohibited area, into which entry is prohibited and which is best seen on the chart, lies NE of Mina Raysut, on the N side of Bandar Raysut.

(PUBS 017-03; BA NP 286(3);
US NM 18/02, Section III) 14/04

Page 146—Lines 27 to 30/R; read:
depth of 12m. Extensive shoaling has been reported (2004) in the NE corner of the dredged areas off the berths.
(11(1191(P))04 Taunton) 14/04

Page 147—Line 17/L; read:
de Houmbouli and Banc du Pinguin. It has been reported (2004) that depths of up to 1.6m less than charted exist in the anchorage area.
(11(1191(P))04 Taunton) 14/04

Page 147—Lines 38 to 39/L; read:
extends up to 4.75 miles N.

It has been reported (2004) that depths of up to 2.7m less than charted exist in the approaches to the port, as well as along the charted 099° range.

During the Southwest Monsoon, swells up to 2.5m in height
(11(1191(P))04 Taunton) 14/04

Page 193—Line 50/L; insert after:

It has been reported (2004) that a 600m long jetty has been built at Ras-e Kuveh. The jetty is approached from NE using a channel, marked by lighted buoys, lying off the N coast of Jazireh-ye Qeshm and passing S of Bostanu Patches. Depths of as little as 10.7m exist in this marked channel.
(11(1206(P))04 Taunton; US CH 62395) 14/04

Page 218—Lines 29 to 32/R; read:
Bukhush Oil Field, is a lighted SBM.

Tankers up to 280,000 dwt, with a maximum draft of 22.5m, secure to the SBM
(11(1228)04 Taunton) 14/04

COAST PILOT CORRECTIONS

COAST PILOT 3 37 Ed 2004 NEW EDITION
(NOS) 14/04

COAST PILOT 7 35 Ed 2003 Change No. 31
LAST NM 9/04

Page 247—Paragraph 91, lines 6 to 7; read:
2002, the approach to the basin had a reported depth of 18 feet with 16 feet reported alongside the piers.
(CL 380/03) 14/04

Page 249—Paragraph 116, line 5; read:
white lights during the day and by fixed and flashing red lights at ...
(CL 1671/03) 14/04

Page 349—Paragraph 501, lines 6 to 8; read:
the bight on the S shore near the E end. In October 2003, shoaling to 10.5 feet was in the NW corner of Naval Anchorage No. 21.
(BP 181896) 14/04

Page 349—Paragraph 505, line 7; read:
span and an aerolight is atop the center pier. In 1999, a fixed highway bridge, with a maximum design clearance of 158 feet, was being built just W of the existing bridges.
(CL 655/99; CL 975/03) 14/04

Page 350—Paragraph 510; strike out.
(CL 975/03) 14/04

Page 356—Paragraph 601, lines 3 to 4; read:
Rivers have a clearance of 24 feet at low water and 21 feet at high water.
(NOS 18662) 14/04

Page 356—Paragraph 603, lines 8 to 9; read:
clearance of 35 feet at high water when closed and unlimited clearance when open. The bridgetender monitors VHF-FM channel ...
(NOS 18661) 14/04

Page 357—Paragraph 612, lines 6 to 8; read:
bridgetender for the Bacon Island swing bridge near Empire Cut monitors VHF-FM channel 16, and works on channel 9; call sign: WBE 8326, Bacon Island ...
(CL 1258/02; 33 CFR 117.171) 14/04

Page 357—Paragraph 617, line 1; read:
The mean range of **tide** at the Bacon Island ...
(CL 1258/02) 14/04

Page 359—Paragraph 631, lines 1 to 3; read:

The Rio Vista Lift Bridge across the Sacramento River Deep Water Ship Channel, just above Rio Vista, has a clearance of 18 feet down and 144 ...
(CL 1258/02) 14/04

Page 359—Paragraph 631, line 10; read:
clearance of 20 feet. (See **117.1 through 117.49**, chapter ...
(NOS 18662) 14/04

Page 359—Paragraph 634, lines 2 to 3; read:
the Sacramento River above the Rio Vista Lift Bridge are given with the description of the river. (See ...
(CL 1258/02) 14/04

Page 360—Paragraph 646, lines 2 to 3; read:
River from 1.5 miles above the Rio Vista Lift Bridge to Sac-

COAST PILOT 7 (Continued)

ramento, and for the most part is ...
(CL 1258/02) 14/04

Page 447—Paragraph 45, line 4; read:
miles SE of Willapa Bay Light.

Dangers

An underwater dike, 18 feet below the surface, extends about 800 yards into the North Channel from a rock groin along the shore between Cape Shoalwater and North Cove in about 46º43'35"N., 124º03'30"W.
(CL 1359/03) 14/04

COAST PILOT 7 35 Ed 2003 Change No. 32

Page 453—Paragraph 133, line 15; read:
and 117.1047, chapter 2, for drawbridge regulations.) In 2004, the lift bridge was stuck in the closed position.
(01/04 CG13) 14/04

Page 483—Paragraph 280 to Paragraph 281, line 4; read:
The Port of Friday Harbor small-craft harbor, protected on the S and E sides by a long floating breakwater marked at the N end by a light. Berths with electricity for over 475 craft are ...
(CL 2012/02) 14/04

Page 483—Paragraph 281, line 18 to Paragraph 282; read:
supplies are available at Friday Harbor. SE of the Port of Friday Harbor are a charter dock and ferry slip. SE of the ferry slip are condominiums with private docks.

A shipyard is at the S end of Friday Harbor. A 35-ton lift is available; complete hull and engine repairs can be made.
(CL 2012/02) 14/04

Page 485—Paragraph 312, line 4; read:
distributor has a wharf with about 9 feet at its face; ...
(CL 2010/02) 14/04

Page 486—Paragraph 320, lines 3 to 5; read:
the entrance.
(CL 2010/02) 14/04

Page 486—Paragraph 321, lines 4 to 6; read:
for about 60 craft. Gasoline, diesel fuel, water, ice, and a restaurant are available. Depths of 15 feet are reported alongside the floats. The large ...
(CL 576/03) 14/04

Page 511—Paragraph 95, lines 7 to 10; read:
November 2002, the entrance had a reported depth of 17 feet, thence 13 feet alongside the berths. Open and covered berths ...
(CL 225/03) 14/04

Page 535—Paragraph 259, lines 7 to 10; read:
April 2002, a reported depth of 11.8 feet was alongside the berths. Water and a launching ramp are available. The stores of the town ...
(CL 871/03) 14/04

Page 586—Paragraph 346, line 4; read:
is marked by private lighted buoys and a 044.4º lighted ...
(LL/03; 05/04 CG14) 14/04

Page 607—Paragraph 651, lines 3 to 4; read:
slips, electricity, water, pump-out, marine supplies, and a public boat ramp are available at the marina. In December 2003, the harbormaster reported that the marina could accommodate vessels up to 150 feet in length with a draft of 13 feet.
(CL 91/04) 14/04

COAST PILOT 7 35 Ed 2003 Change No. 33

Page 248—Paragraph 98, lines 16 to 24; read:
the entrance.

In January 2003, the controlling depths were 8.2 feet (14.1 feet at midchannel) in the dredged entrance channel to the highway bridge; general depths of 15 to 17 feet are available in Mariners Basin (except for lesser depths along the edges) and a depth of 20 feet in Quivira Basin (except for lesser depths along the W edge.) A rock groin extends about 150 yards NW from ...
(BP 180499) 14/04

Page 269—Paragraph 444, lines 5 to 14; read:
and the detached breakwater. In January-February 2003, the controlling depths were 12.4 feet in the entrance channel between the jetties to the harbor channel; thence in 1999-March 2000, 9.5 feet in the harbor channel; thence in March 2000, 10 feet in the basins off the harbor channel. The outer ends of the jetties at the entrance should be given a wide berth. The N and S ends of the detached ...
(BP 180498) 14/04

Page 273—Paragraph 508, lines 3 to 4; read:
is just N of the entrance basin. In August 2003, the controlling depths were 13.7 feet (18 feet at midchannel) in the entrance channel (except for shoaling to 8.5 feet near the NW edge of the channel, just S of the inshore end of the N jetty light); thence in ...
(BP 181817) 14/04

Page 346—Paragraph 470, lines 6 to 8; read:
another 0.2 mile above the turning basin. In March 2003, the controlling depths were 2.1 feet (5.5 feet at midchannel) to the mouth of ...
(BPs 180452-53) 14/04

Page 347—Paragraph 484, lines 2 to 6; read:
Pablo Bay to the mouth of the Petaluma River. In April 2003, the controlling depths were 3.7 feet (7.3 feet at midchannel) in the dredged channel to the mouth of the river; ...
(BPs 180627-31) 14/04

COAST PILOT 7 (Continued)

Page 388—Paragraph 6, lines 18 to 22; read:
the E jetty. In September 2003, the controlling depths were 12 feet for a mid-width of 100 feet in the entrance channel to the turning basin, thence 6 to 10 feet in the basin, thence 6 feet in the entrance to the lower small-craft basin and 4 to 8 feet in the ...
(BP 181849) 14/04

Page 389—Paragraph 33, lines 5 to 7; read:
marked by uncharted seasonal private buoys. In April 2003, the controlling depth was 8 feet in the dredged channel.
(BP 180653) 14/04

Page 399—Paragraph 159, lines 4 to 14; read:
river channel for about 0.7 mile in the head of the project. The channel is marked at the entrance by two lights. In March 2003, the controlling depth was 9 feet in the dredged channel (except for lesser depths to 6 feet along the W edge of the channel near the head fo the project.) Berths with electricity, gasoline, ...
(BP 180461; 05/93 CG13;
LL/94; CEM-Portland/95) 14/04

Page 399—Paragraph 160, lines 4 to 7; read:
the bay is marked by a light and a daybeacon. In March 2003, the controlling depth was 11 feet from the entrance at the main river channel to the head of the project (except for a lesser depth of 10 feet along the W edge of the channel in about 43˚40'54"N., 124˚10'59"W.) The village of **Winchester Bay** is a fishing resort ...
(BP 180461) 14/04

Page 450—Paragraph 100; read:
In April 2003, a depth of 19.6 feet was available in the N entrance and a depth of 14.1 feet was available in the S entrance, thence depths of 9 to 16 feet were available in the cove (except for shoaling along the SW edge of the breakwater.) Lesser depths are near both entrance channel edges and breakwaters.
(BP 181358) 14/04

Page 613—Paragraph 745, lines 4 to 8; read:
In May 2003, the controlling depth was 37 feet for a mid-width of 180 yards in the entrance channel, thence depths of 30 to 35 feet were available in the basin (except for lesser depths along the S edge.)
(BP 181397) 14/04

COAST PILOT 7 35 Ed 2003 Change No. 34

Page 242—Paragraph 24, lines 8 to 11; read:
obscures the old lighthouse. From inside the bay, prominent objects along the crest of the ridge are a ...
(BP 182313) 14/04

Page 251—Paragraph 142; read:
In March 2003, the controlling depths were 14.4 feet (16.4 feet at midchannel) in the entrance (except for shoaling to 9.8 feet near the S edge of the channel along the S breakwater), thence 9.8 feet in the channel that leads WNW to the W basin (except for shoaling to less than a foot in the left half of the channel opposite Daybeacon 14); the entrance to the E basin had a depth of 9.8 feet. The harbor is well protected from all sides.
(BP 180497) 14/04

Page 253—Paragraph 176, lines 7 to 9; read:
and regulations.) In May 2003, the controlling depths were 36 feet at midchannel, 34 feet in the left outside quarter, and 30 feet in the right outside quarter to the turning basin, thence 33 feet in the basin. The channel ...
(BPs 181031-32) 14/04

Page 334—Paragraph 369, lines 4 to 8; read:
Metropolitan Oakland International Airport. In April 2003, the controlling depths were 5.4 feet in the entrance channel to the harbor, thence 6 feet in the channel that branches E (except for a few shallower depths to 4.2 feet along the edges) and 5.6 feet in the interior channel leading N then E. The ...
(BPs 180542-48) 14/04

Page 492—Paragraph 387, lines 15 to 16; read:
March 2003, the controlling depth was 6.1 feet for a width of 100 feet from Skagit Bay to Padilla Bay.
(BPs 181899-910) 14/04

Page 614—Paragraph 762, lines 7 to 9; read:
station. In April 1999-May 2003, the controlling depths were 9 feet for a mid-width of 30 yards; thence in May 2003, 12 feet in the basin (except for lesser depths along the S edge), thence 7 feet in the channel along the S side of the harbor.
(BP 181398) 14/04

Page 615—Paragraph 780, lines 2 to 7; read:
entrance channel and harbor basin. Lighted and unlighted buoys mark the W and N limits of Hanapepe Bay. In May 2003, depths in the entrance and basin were 30 to 34 feet (except for gradual shoaling to 14 feet in the N corner.)
(BP 181396; LL/04; CEM-Honolulu/83) 14/04